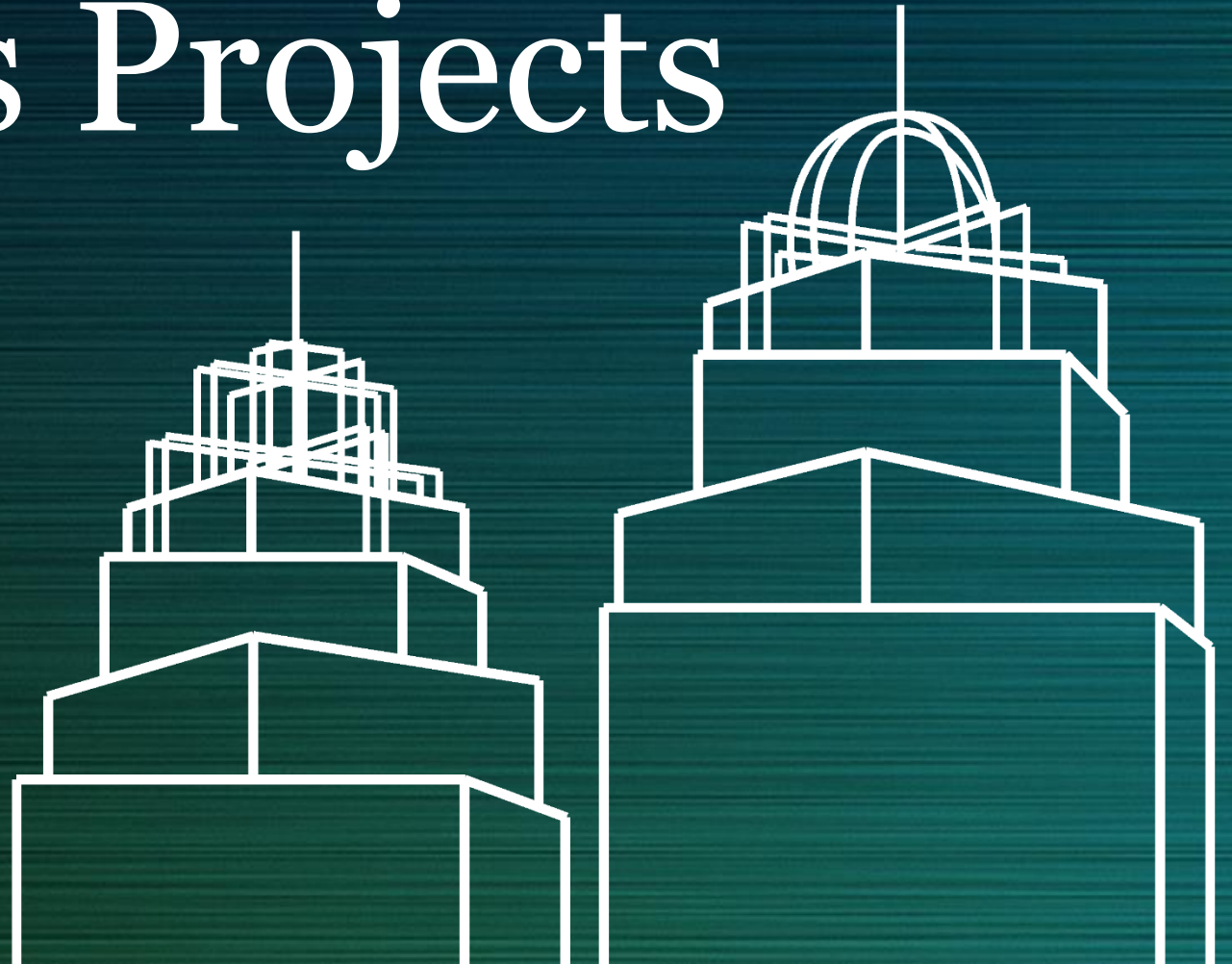


# Potential Managed Lane Access Projects

January 23, 2018



**SANDY SPRINGS**  
GEORGIA



## MARTA Connect 400 Transit Expansion

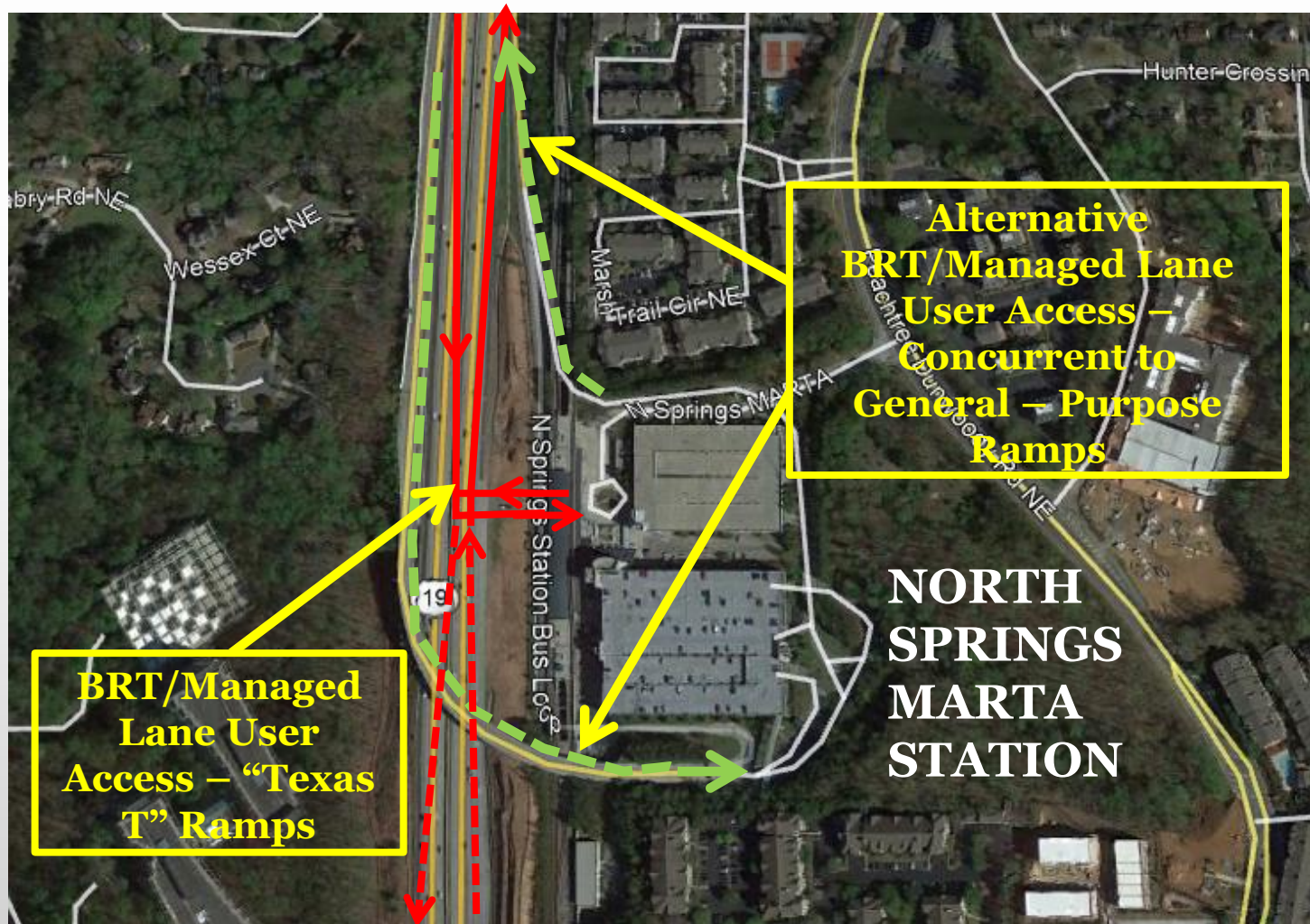
- Schedule
  - Initiated High Capacity Transit Alternatives Analysis for 400 corridor - 2011
  - MARTA Board approves 3 rapid transit alternatives: Heavy Rail Transit (HRT) extension or Bus Rapid Transit (BRT) in either GDOT's managed lanes or in exclusive guideway constructed by MARTA - 2015
  - MARTA Board adopts Locally Preferred Alternative “Heavy Rail Transit on an East-West-East alignment” from North Springs to Windward Parkway – 2015
  - MARTA holds submitting Draft Environmental Impact Study (DEIS) to wait for Fulton Transit Study recommendations - 2017
  - Anticipated submittal of DEIS to Federal Transit Administration - 2018
- BRT alternatives assume 6-minute peak and 15-minute off-peak headways, but the BRT operational plan is very conceptual and no design has been undertaken for how passengers would alight MARTA rail and board MARTA BRT at North Springs
- Ongoing coordination between MARTA & GDOT to understand what right-of-way is available for MARTA connections and station location availability

## Fulton County Transit Study

- Schedule
  - Project kickoff summer 2017
  - Joint Fulton Board/Mayors Meeting presents Fulton 1/4-cent or 1/2-cent tax to support transit expansion. Recommendations focus on minimal heavy rail extension (from North Springs to Holcomb Bridge Road), but prefer emphasis on BRT from North Springs to Old Milton) - December 14, 2017
  - Public information meetings – January 2018
- Preliminary Recommendations:
  - BRT recommendation from North Springs is for service to the north with direct ramping from the North Springs Station to managed lanes system
  - All future BRT Stations are assumed to be “in-line” with the managed-lanes system in the center of SR 400



## North Spring MARTA Station Managed Lanes for BRT/Other Managed Lane Users



### ADVANTAGES

- Provides BRT/Managed Lane users direct access to and from North Springs MARTA Station (Separate from General-Purpose lanes)
- Ability to stop at the MARTA station and continue in the same direction
- Providing Direct Access may induce greater Managed Lane use and MARTA ridership
- Potential BRT access consistent with Fulton Transit Plan (one of MARTA's alternatives for Connect 400)
- Potential for concurrent Managed Lane ramps adjacent to General-Purpose ramps (green lines)

## **GDOT Express Lanes for SR 400 (aka Managed Lanes)**

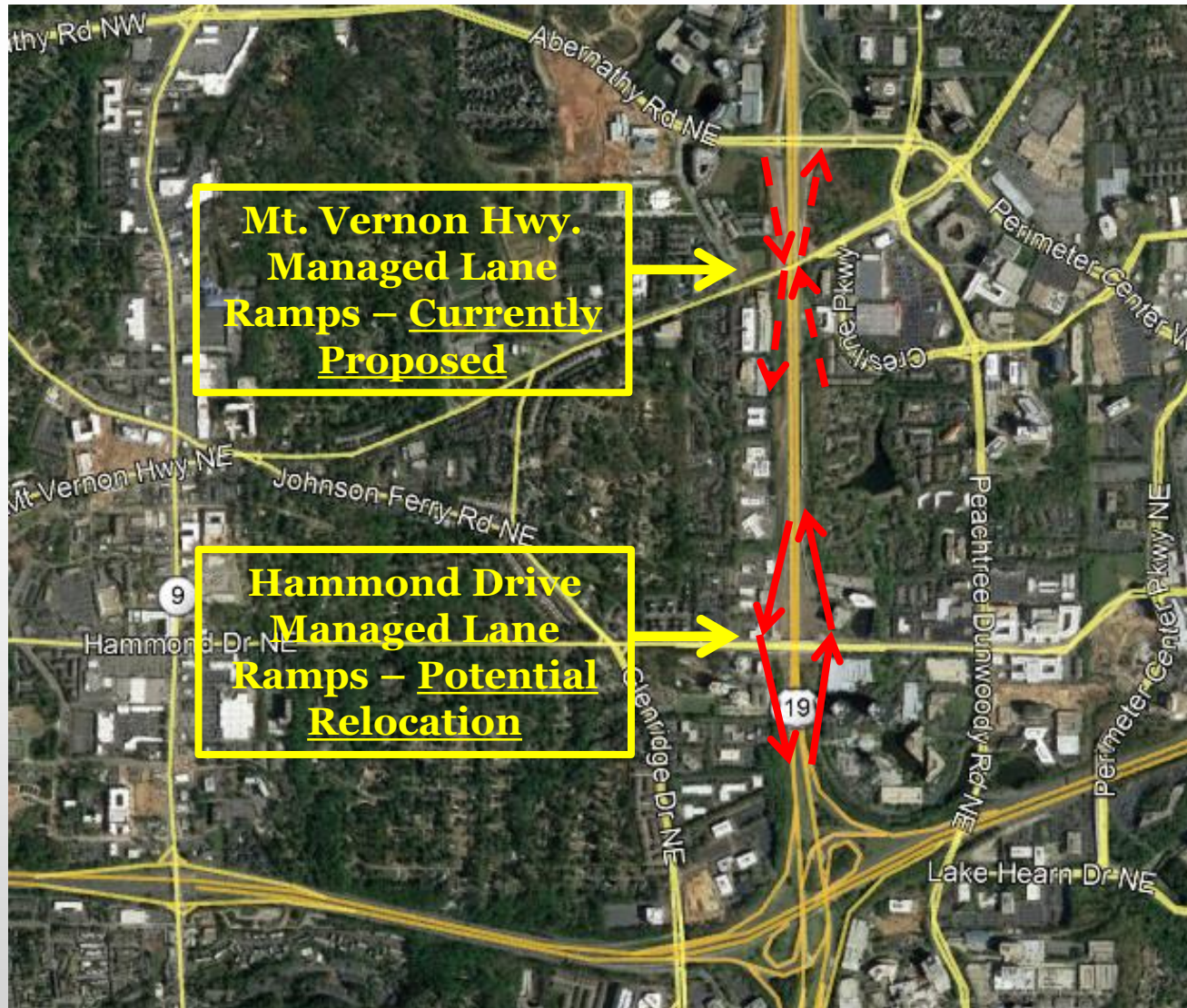
- Proposed Schedule
  - Concept approval – late 2018
  - Environmental approval – mid-2020
  - Construction begin – 2021
  - Open to traffic 2024
- Typical Sections
  - Two elevated lanes in each direction between general purpose lanes and collector-distributor lanes between I-285 & Spalding Drive
  - Two at-grade, buffer separated lanes in both directions located in the center of SR 400 from Spalding Drive to McGinnis Ferry Rd
  - One at-grade, buffer separated lane in both directions located in center of SR 400 from McGinnis Ferry Rd to McFarland Pkwy
- Estimated Total Cost (per ARC TIP Amendment #4): \$5,153,400,000; TIP Amendment #3 (September 2017) estimate was \$3,190,896,511

## Managed Lanes: Mt. Vernon

- Disadvantages:
  - Mt. Vernon west of GA400 is residential in nature
  - Existing 2-lane facility with turn lanes
  - Based on preliminary traffic volumes:
    - The Mt. Vernon bridge (currently under construction) would likely need to be widened to six-lanes
    - Mt. Vernon would likely need to be widened to 4-lanes from Barfield to Glenridge
  - The managed lane traffic to and from the east would access Perimeter Center, which is already congested during peak periods



## Managed Lane Ramps at Hammond Drive

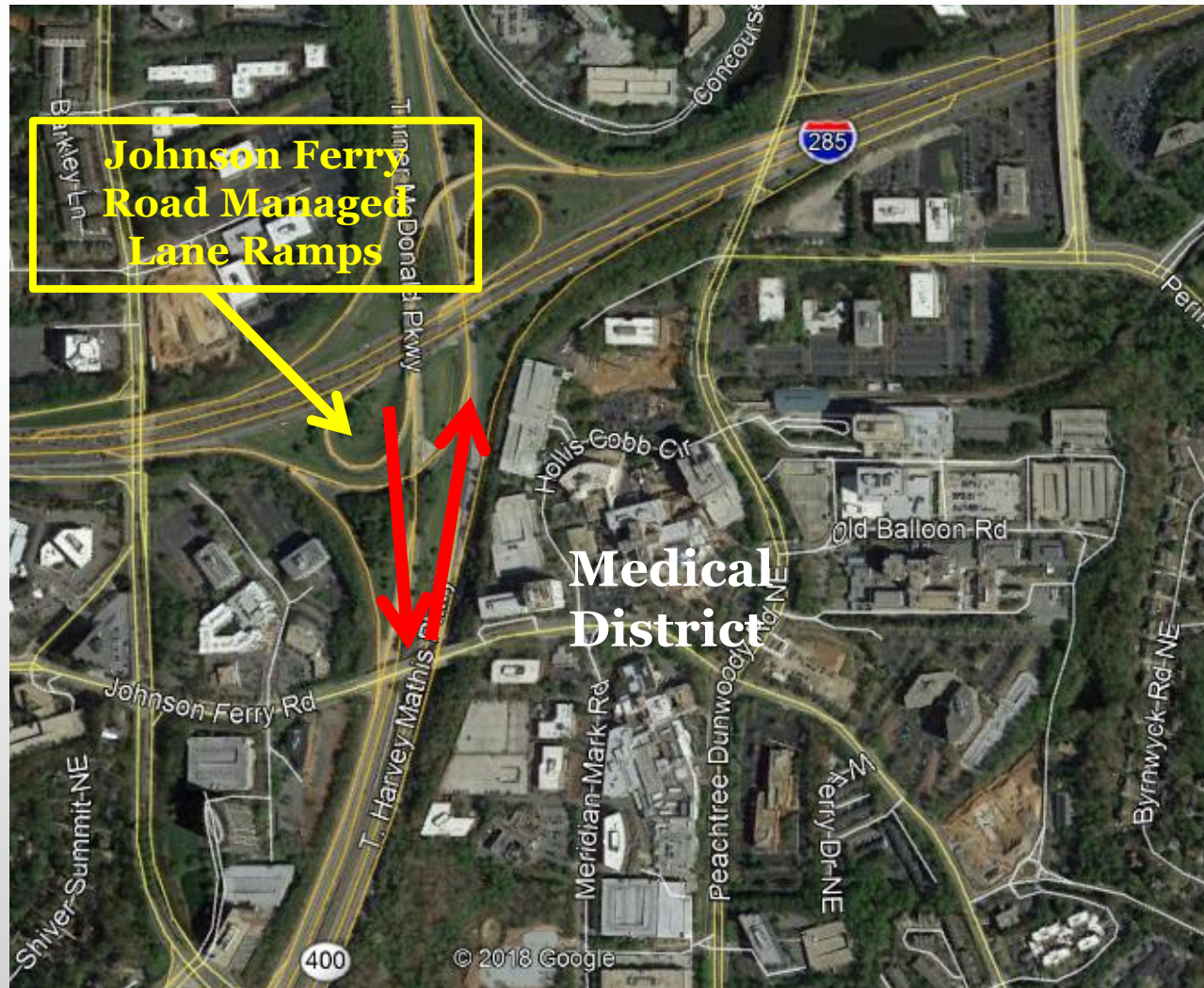


### Alternative Option to Mt. Vernon

- Current Hammond Drive General-Purpose ramps may be underutilized/Convert to Managed Lane use
- Hammond Drive is currently 4 lanes to Glenridge Drive. Future TSPLOST Hammond Drive widening Glenridge Drive to Roswell Road
- Potential Managed Lane ramp access to and from the south
- Provides more direct access to the east (commercial district) than Mt. Vernon Hwy.
- Improves access for Express Bus/BRT to the Perimeter area and Dunwoody Station



## Johnson Ferry Road Managed Lane Ramps/Perimeter Center Parkway Extension



- Recent PCID studies have determined that Johnson Ferry Road Managed Lane access would provide improved access to and from Medical Center District
- Managed Lane ramps are flexible to develop before or upon development of Managed Lanes allowing land use access sooner than later
- Improved travel times between Johnson Ferry Road and Spalding Drive/Windward Parkway



# SANDY SPRINGS

## Managed Lane Access via Northside Drive at I-285



### Alternative to Sandy Springs Circle & Powers Ferry

- Provides direct access to I-285 Managed Lanes via Northside Drive/Potential East and West Access
- Potential for greater Cobb County Managed Lane users resulting in relief to other roadways within Sandy Springs
- Appears to be sufficient spacing to provide ramps to and from the east/Northside Drive already 3 lanes for 2-way traffic (requires New Northside Drive to convert to 2-way traffic)
- Repurposes existing infrastructure and Street network